



THE

# OSPR NEWS

California Office of Spill Prevention and Response

Fall 2006

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## Highlights

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# Old oil removed from *SS Palo Alto*

## Popular beach attraction was a death trap for wildlife

by Dana Michaels, OSPR Information Officer



Photo by Debra Hamilton

### SS Palo Alto, starboard side

The *SS Palo Alto* oil removal project at Seacliff State Beach in Aptos is finished, ahead of schedule and within budget. The Unified Command – OSPR, the Department of Parks and Recreation, U.S. Coast Guard, and contractor Titan Maritime – were pleased with the cooperative spirit of the team.

After a lengthy investigation and oil fingerprinting, OSPR's Petroleum Chemistry Laboratory identified the "cement ship" as the source of oil that was killing seabirds south of Santa Cruz (see Summer 2005 OSPR NEWS, page 2). Authorities had believed that all oil had been removed from the vessel, long ago. The 87-year-old ship is in an accelerated state of deterioration, allowing wildlife access to internal compartments.

Between September 2004 and July 2006, 45 live, oiled seabirds (Brandt's Cormorant, Double-crested Cormorant, Brown Pelican, Western Gull and Heerman's Gull) had

been captured and taken to the San Francisco Bay Oiled Wildlife Care and Education Center at Cordelia.

There, staff and volunteers of the Oiled Wildlife Care Network – primarily International Bird Rescue Research Center – stabilized, cleaned, and rehabilitated 19 birds that were healthy enough to return to the wild. Another 18 died, and eight were in such poor condition that they had to be humanely euthanized.

Another 24 dead, oiled Cormorants and one Common Murre were collected at Seacliff, and taken to OSPR's Marine Wildlife Veterinary Care and Research Center in Santa Cruz. Most of the birds were collected by OSPR and State Parks staff, Native Animal Rescue, and members of the public.

All of the oil aboard the old ship was found in one port-forward bunker tank, which was configured like an animal trap. It had a long, narrow, vertical opening that led to the horizontal, rectangular tank. Birds could get in, but most couldn't get out.

To prevent future wildlife entrapment, Titan's crew opened the tank's entry hole to four feet by ten feet, and removed all the oil and oily sediment. Now, if any birds go into the tank, they can get back out.



Photo by Marida Martin

### Sediment hydrocarbon extracts

"Some of the Titan guys worked on our *SS Jacob Luckenbach* oil removal project in 2002," said Lt. John Sutton, OSPR's incident commander. "They're creative problem solvers, and really know what they're doing."

Approximately 505 gallons of oil, 125 cubic yards of oily sand and residue, 173 dead birds, two dead harbor seals, and uncountable animal parts in various stages of decomposition were removed from the tank. The hazardous materials were turned over to an oil spill response organization, which disposed of them at licensed Class 2 dump sites.

Built (but never used) as an oil tanker for World War I, the *Palo Alto* was launched in Oakland in 1919. After a

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**Cover photo by Marida Martin.** Work boat, viewed through break in the *SS Palo Alto*'s hull.

decade in the Navy's mothball fleet near Benicia, the Cal-Neva Company purchased the ship in 1929 and towed it to Aptos, where it was intentionally grounded. The lower decks were flooded and the upper decks turned into an amusement center.

Two years later, it went out of business and the ship was stripped. Cal-Neva sold it to State Parks for one dollar in 1936, and it quickly became a popular fishing pier. It also became a kind of artificial reef, attracting fish, crustaceans, barnacles, seabirds, and harbor seals.



Titan Maritime photo

**Dead bird pulled from bunker tank**

Titan Maritime photo



**Oil-coated Titan diver emerges from tank**

As time, surf and weather eroded the *Palo Alto*, and its deck became dangerous, State Parks had to block access, to protect public health and safety.

More photographs and information about the work are in the SS Palo Alto Project pages on OSPR's Web site, [www.dfg.ca.gov/ospr](http://www.dfg.ca.gov/ospr).



## IMTT to pay more than \$243,000 for oil spills

by Dana Michaels

IMTT/Richmond has agreed to pay \$85,507 to OSPR for two spills that occurred in July 2003 and July 2004, and \$157,500 to the U.S. Environmental Protection Agency for three oil spills into the Santa Fe Channel, which flows into San Francisco Bay.

IMTT is also investing in some significant upgrades at their facility to enhance their containment capabilities, improving their employee training program, and expanding and improving their inspection program to better identify problems at the facility before they result in spills.

The three spills occurred between June 2002 and July 2004, and released a total of approximately 8,600 gallons of oil into the environment. The company's oil storage and transfer facility in Richmond can store more than 28 million gallons of oil in above-ground tanks.

The spills are violations of the California Government Code, Fish and Game Code, and the federal Clean Water Act. The company did not have adequate secondary containment to prevent oil spills, as required by both state and federal laws.

"When oil is repeatedly spilled in a waterway, there are cumulative effects that can hinder the recovery of the ecosystem," OSPR Administrator Lisa Curtis said.

"Improvements have been made on-site in an effort to minimize any future incidents at this facility."

The EPA's spill prevention regulations require non-transportation related facilities that store large amounts of oil to have a spill prevention plan that addresses the facility's design, operation, and maintenance procedures to prevent spills from occurring. Both State and federal laws also require such facilities to develop contingency plans that specify – in detail – actions to be taken in response to any oil spill.

Detailed information about California's oil spill prevention, preparedness, response and restoration programs, is available on the OSPR Web site, at [www.dfg.ca.gov/ospr](http://www.dfg.ca.gov/ospr).

"Oil spills can cause serious environmental harm to the fragile ecosystem of the San Francisco Bay," said Keith Takata, director of EPA's Superfund division for the Pacific Southwest region. "It's critical that facilities have adequate oil spill plans and effective spill containment in place to prevent accidents, and to lessen environmental impacts caused when accidents occur."

Information on EPA's federal programs is also online, at [www.epa.gov/Region9/waste/sfund/oilpp/index.html](http://www.epa.gov/Region9/waste/sfund/oilpp/index.html).





# Legislation and Regulations Update

*By Joy Lavin-Jones, Regulations Analyst*

The following details regulations that have recently been updated. The current approved language for the updated regulations, along with all regulations promulgated by OSPR, can be found on OSPR's Internet web-site: <http://www.dfg.ca.gov/ospr/organizational/legal/regulations/regulations.htm>.

## REVISED CERTIFICATES OF FINANCIAL RESPONSIBILITY (COFR) REGULATIONS

Amendments made minor, clarifying changes to the COFR regulation language. The COFR application regulations were amended to now specify an unacceptable type of e-mail file transmission, add new options for submitting the COFR application and fee, and make the format of all the applications consistent. The California Endorsements have also been amended so the forms now include all damages that are to be covered by the owner/operator's insurance, and list which defenses are allowed and prohibited. The Notice of Proposed Rulemaking was mailed in December 2005, with the end of the comment

period on January 31, 2006. The regulation amendments were approved and went into effect in May 2006.

## BOLLARD PULL RECERTIFICATION FOR ESCORT TUGS

The regulations for all escort tugs in California have been amended to allow compliance with a new Escort Tug Inspection Program in lieu of re-certification of the escort tug's bollard pull (i.e., breaking force). In addition to inspections, the Escort Tug Inspection Program includes audits of maintenance documentation, surveyor's reports, and other records. An initial bollard pull certificate will still be required before a tug can enter escort service. The Notice of Proposed Rulemaking was mailed in May 2006, with the end of the comment period on June 22, 2006. The regulation amendments were approved and went into effect in October 2006.



## State Scientists Day

Every year in May, the California Association of Professional Scientists (CAPS) sponsors State Scientists Day at Sacramento's Capitol Park, to introduce students to the many kinds of work scientists do for the State of California. One of their goals is to show the kids interesting, practical science that benefits the people, animals, environment, and businesses of our state.

OSPR's scientists – including marine and wildlife biologists, geologists, toxicologists, chemists, natural resource economists, and wildlife veterinarians – always participate in this event, and draw large crowds. There's nothing like animal skulls, fur, fins and feathers, or a messy "oil slick" to attract children of all ages.

This year, the Oiled Wildlife Care Network (OWCN) and Marine Spill Response Corporation (MSRC) joined OSPR staff to demonstrate the effects of oil on wildlife and spilled oil collection techniques.

Frank Wilhelm, of our Veterinary Services staff, drove OSPR's mobile vet lab up from Santa Cruz, and the OWCN staff brought their wildlife "Stabilization/Rapid Assessment Trailer," both of which allowed us to simulate field stabilization of oiled wildlife. Students toured the trailers and learned about wildlife rescue operations at spills.

Wayne and Mike Melen, of MSRC, brought and deployed their rope mop skimmer display, which is always a favorite with the kids.

A GPS (global positioning system) oiled bird search and collection exercise was very popular, too. We heard from many students, parents and children that ours was the best exhibit of all, this year.

Eighteen OSPR staff worked on State Scientists Day, lead by Environmental Scientist Yvonne Addassi, our new technologies specialist. Yvonne calls the event a "unique opportunity to share both our knowledge and our enthusiasm for applied science with the next generation of potential scientists."



# Recent Spills of Note

## F/V MISS KELLY/FT. BRAGG — 1/26/06

**Event:** vessel aground  
**Product:** diesel  
**R.P.:** boat owner  
**Wildlife:** none observed

Fishing vessel struck rocks near the entrance to Noyo River, spilling approximately 2,000 gallons of diesel fuel and other motor oils. Remote location and surf made standard clean-up methods impossible.



*Photo by Mike Schommer*

**Fishing vessel Miss Kelley**

## BARGE HOLLAND/PORT OF STOCKTON — 4/5/06

**Event:** barge sank  
**Product:** up to 10,129 gallons diesel & motor oil  
**R.P.:** barge owner  
**Wildlife:** none observed

Oil was released from a 134-foot, 1920s-era crane barge used to build some of the Delta's levees. The hull was breached and below-deck doors were left open, during rainy season. It sank when the person responsible for pumping water out failed to keep up with the need.

## F/V DELAWARE/PILLAR PT. HARBOR — 5/17/06

**Event:** vessel sank  
**Product:** diesel  
**R.P.:** boat owner  
**Wildlife:** none observed

A 42-foot fishing vessel sank in Pillar Point Harbor with approximately 100 gallons of diesel fuel aboard. The leaking fuel created a six-by-1500-foot sheen, some of which was collected with sorbent materials. The rest evaporated. There was no observable impact to wildlife.

## SABEK/I-80 /VALLEJO — 6/23/06

**Event:** tank truck accident  
**Product:** diesel  
**R.P.:** Sabek Transportation  
**Wildlife:** 6 oiled ducks

A tank truck jackknifed on the I-80/780 interchange in Vallejo, spilling 4,500 gallons of diesel. One-half mile of creek & vegetation was contaminated. Six oiled ducks were captured, treated, and released.

## VSS EMULTECH/HAMBURG — 8/18/06

**Event:** tank truck accident  
**Product:** chip seal  
**R.P.:** VSS EmulTech  
**Wildlife:** 20+ dead fish

A tank truck spilled chip seal – petroleum product used in road repair – into the Klamath River from Hwy 96 at mile 70.5. CalTrans, fire crews from the California Dept. of Forestry, U.S. Forest Service and two volunteer fire departments were instrumental in the response effort.



*Photo by Jane Vorpapel*

**Warden John Dawson directs Klamath cleanup**

## BP /PORT OF LONG BEACH — 9/8/06

**Event:** pipeline spill  
**Product:** 42,000 gallons gas-oil  
**R.P.:** British Petroleum (BP)  
**Wildlife:** no impact

A BP pipeline released 43,000 gallons of "gas-oil" in an industrial area occupied by BP and Union Pacific Rail Road. The oil went down storm drains, into an underground pump room, where it was contained. It never reached a waterway, and did no damage to wildlife, habitat, or the public.





# Inside OSPR

## Honors

### JAMES FOTO, OIL SPILL PREVENTION SPECIALIST

The Coast Guard has awarded Oil Spill Prevention Specialist (OSPS) James Foto, of OSPR's southern field response team (FRT), their Achievement Medal with Operational Distinguish Device, for superior performance of duty during the response and recovery operations to Hurricane Katrina, last year.

Petty Officer Foto demonstrated exceptional leadership skills as a Vessel Team Leader, whose primary responsibility as a liaison between the Coast Guard and civilian marine salvage contractors ensured vessel recovery operations were properly assigned and executed.

He made a significant impact on the working relationship between the Coast Guard and salvage contractors, which resulted in productivity and ensured the efficient use of resources. His tenacious attention to detail resulted in unsurpassed vessel recovery record-keeping during one of the worst natural disasters in our nation's history.

As leader of his team, Petty Officer Foto spent countless hours planning and executing missions to facilitate the recovery effort by locating rightful owners of displaced vessels.

Petty Officer Foto's professionalism, positive attitude, and ability to adapt to unprecedented conditions and operational requirements during a high stress hurricane response set him apart from his peers. His diligence, perseverance, and devotion to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.



## DEPARTMENT OF FISH AND GAME DIRECTOR'S AWARDS



DFG Director Ryan Broddrick honored OSPR employees with **Superior and/or Sustained Superior Achievement Awards** for their exceptional efforts in 2005.

Pictured L-R: Ryan Broddrick, Steve Hampton, Administrator Lisa Curtis, Carl Jochums, Megan Walton, Dave Price and Cindy Kanemoto.

Recipients not pictured: Matthew Zafonte, John Tarpley, Gregory Horne, James Harrington, Dennis Chastain, Melissa Boggs-Black, Yvonne Addassi, and Ernest Acosta, Jr.

Broddrick granted the **Director's Achievement Award** to OSPR's Frank Wilhelm, of the Veterinary Services staff in Santa Cruz.

## Promotions



### LIEUTENANT SPECIALIST BRYAN GOLLHOFER

Fish and Game Warden Bryan Gollhofer, who has served on OSPR's southern FRT for six years, is now our Inland Pollution Lieutenant Specialist for the South Coast Region. This makes him the lead responder to and investigator of off-highway pollution incidents in the fresh water ecosystems of San Diego, Orange, Los Angeles, Ventura, and Santa Barbara Counties.

Gollhofer came to OSPR after five years of active duty in the Coast Guard. Aboard the *Cutter Reliance*, he worked drug interdiction, illegal migrant interdiction, search and rescue, and commercial fishery boardings. For three years, he did pollution investigations from Marine Safety Office (MSO) Los Angeles-Long Beach.

Bryan worked with OSPR responders on the 1997 Torch/Platform Irene and 1998 Wintersburg Channel/Bolsa Chica spills. Following the 9-11 terrorist attacks, the Coast Guard recalled Bryan as a Sea Marshal for a sixth year of duty.

Before joining OSPR in 2000, Gollhofer worked in environmental health and safety and OSHA compliance on the Boeing Sea Launch project. He has served as incident commander on the Equilon/Dominguez Channel lube oil spill, Zacher Automotive Recyclers investigation, the 2005 Ventura Oiled Bird Incident, and the St. James Oil case in downtown Los Angeles.

### CAPTAIN PAUL HAMDORF

Lt. Paul Hamdorf has been promoted to Captain of the Southern FRT, replacing Angel Raton, who has transferred to the Department's South Coast Region.

A southern California native, Paul grew up fishing and diving along the coast and at the Channel Islands, and was a Huntington State Beach lifeguard at age 16. After graduating from UC Santa Barbara with a Bachelor of Arts degree in history, he became a Peace Officer for California State Parks. Then – as a State Parks Lifeguard – he experienced his first spill response when the *T/V American Trader* spilled 416,000 gallons of crude oil onto Huntington State Beach.

Hamdorf became a Fish and Game Warden in 1992, and was assigned to the *Patrol Boat Marlin*. He came to OSPR for about 18 months, then returned to coastal Orange County, to enforce environmental laws in his home town. In 1997 he was assigned to the patrol boat program in DFG's Marine Region.

In 2001 Paul was named Marine Region Officer of the Year, and in 2002 he received the Director's Superior Achievement Award for his contributions to the patrol boat program.

Hamdorf returned to OSPR as a Patrol Lieutenant for the southern enforcement squad in 2003, and has been

involved in several large incidents, including the 2005 Ventura oiled bird incident and the 2004 SONS exercise. He has enjoyed working with the entire southern FRT and hopes to keep things moving in a positive direction.



**REPORT ALL CALIFORNIA OIL SPILLS  
800-OILS-911**

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## LIEUTENANT SPECIALIST KYLE HIATT

Warden Kyle Hiatt has left OSPR's Northern FRT to be the Inland Pollution Lieutenant Specialist for the Central Coast Region, which includes coastal and inland counties from San Luis Obispo to Mendocino, and San Benito to Lake Counties.

Hiatt started his Fish and Game Career on the Southern FRT in 2001, where he worked on numerous pollution incidents. The most notable include a double-tank-truck diesel spill on the 110 freeway in Los Angeles; the 1,000-gallon diesel spill from the Univision building into Ballona Creek; a 2,000-gallon gasoline pipeline spill; a helicopter crash at the Queen Mary; and the San Pedro Boat Works spill, which led to felony convictions.

In northern California, Kyle responded to the Shell Martinez Wharf Spill and the *SS Jacob Luckenbach* incident. He transferred to the Northern FRT in 2004.

Hiatt got his first taste of oil spill response when he volunteered for bird recovery work during the 1997 *M/V Kure* oil spill in Eureka. At the time, he was earning his Bachelor of Science degree in wildlife biology at Humboldt State University. After graduation in 1999, Kyle became a National Parks Ranger at Redwood and Yosemite National Parks.

Of his work, Hiatt says, "I really believe in the mission of Fish and Game. I enjoy the outdoors and the wilderness. It is important to protect what is left for future generations. I have two daughters and I want them to be able to enjoy hiking, fishing and wilderness areas. It is an honor to be in a career where I can protect what I care most about, and to work with some of the most dedicated people in the state."



## LIEUTENANT SPECIALIST HECTOR OROZCO

The Inland Pollution Program's newest addition is Lt. Specialist Hector Orozco, based in the Sacramento-Stockton area. He is responsible for inland pollution response and coordination throughout the 16 counties of DFG's Sacramento Valley and Central Sierra Region.

Orozco has 14 years of experience as a Fish and Game warden, and served on OSPR's southern FRT from 1994-97. He was the investigating officer for the 1996 Exxon/Platform Heritage spill, the 1997 container ship *Moana Pacific*/Long Beach and Torch/Platform Irene incidents, and 1999's Venoco/Platform Holly spill. He also worked on many inland spills in Ventura and Santa Barbara counties.

Hector transferred to the department's Marine Region in 1999. As a marine warden, he worked on offshore patrols to all eight of the Channel Islands, and was involved in many natural resource enforcement cases. In one, he seized 365 lbs. of illegally harpooned swordfish, while working on the new patrol boat *Swordfish*.

In early 2005, Orozco's marine squad was disbanded, and he returned to OSPR. As a DFG Field Training Officer, he has trained seven new Fish and Game Wardens.

Prior to coming to DFG in 1992, Hector was a State Parks Ranger for four years. He completed both the State Parks Academy at Asilomar and the Fish and Game Academy in Napa. Originally from San Jose, he has a Liberal Arts degree from San Jose City College.



## LIEUTENANT SPECIALIST JOHN SUTTON

John Sutton has been promoted to Lieutenant Specialist, after working 5 years of environmental law enforcement in OSPR's northern FRT.

With over 14 years of experience as a Fish and Game Warden, John has led numerous spill responses and investigations, including mystery spills, the *SS Palo Alto* oil removal project, the Benicia Wharf fire, Duke Energy power plant fire, a Kinder Morgan pipeline spill, Valero/Benicia Refinery spill, and two Pillar Point Harbor spills.

Sutton has also represented DFG on the Monterey Area Oil Spill Contingency Planning team, environmental and wildlife poaching task forces for San Francisco, San Mateo, Santa Cruz, and Monterey Counties, the Dept. of Boating & Waterways' Abandoned Vessel Advisory Committee, and U.S. EPA's radiological exercise and San Francisco Bay "Elevated Shield" exercise.



Prior to joining OSPR in 2000, John was a warden in the Central Coast Region for 5 years. The Department has utilized his expertise on its Firearms and Defensive Tactics Committee and "National Archery in the Schools Program," in which he is a Level 2 Instructor. He earned his Bachelor of Arts degree in biology at the University of California Santa Cruz.

Lt. Sutton's experience, knowledge and strong communication skills made him a prime candidate to move up in the ranks. John's new responsibilities will give him a leading role in the Department as the Homeland Security Liaison Officer and OSPR's Drills & Exercises Coordinator. In addition, he will handle Office of Homeland Security grant applications and management, and some pollution response activities.

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## Arrivals

### WARDEN JERRY BORJESON

Gerald (Jerry) Borjeson has transferred from the Department's South Coast Region to fill OSPR's San Diego Warden position. A native San Diegan who's been with DFG six years, he is an experienced investigator, and is very familiar with his patrol area. In his previous position, Borjeson was the court liaison and evidence custodian, working with the local environmental task force and the rural enforcement network.

Borjeson earned his Bachelor of Science degree in biology at San Diego State University. After graduation, he worked as a biologist/consultant at Marine Corps Base Camp Pendleton, working extensively with the Base Game Wardens.

Jerry is glad to be able to work in his home area, close to his family. When he's not working to protect California's ecosystems, he enjoys spending time with his family, hunting, fishing, and working on home projects.

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**Warden Jerry Borjeson, with 698 Pismo clams seized from 10 poachers, last July. The legal limit per licensed fisherman is 10, and in San Diego County, where these were confiscated, they must be at least 4.5 inches. People who have taken overlimits of Pismo clams have created problems for the population, which just recently re-established itself, there.**

## LIEUTENANT CHRIS GRAFF

Chris Graff has transferred from DFG's Marine Region to be the new Patrol Lieutenant for OSPR's southern FRT. He has been a Fish and Game warden since 1992, where he started on the patrol boat *Yellowtail*, based at Channel Islands Harbor. He transferred to San Clemente in 1994, and worked primarily on sport and commercial fishing enforcement. In 1999, he was promoted to Lieutenant, and operated the patrol boat *Tuna*, out of San Diego and Dana Point. He received the Director's Superior Accomplishment Award in 2002.

That year, Graff worked with a team to design, outfit and oversee construction of the first of DFG's new fleet of high speed patrol boats. He successfully completed construction, sea trials and delivery of the patrol boat *Thresher* from Seattle to Dana Point, then spent the next several years in the patrol boat program. As the project manager for the patrol boat building program, he oversaw the construction, outfitting, sea trials, delivery of, and crew training for the remaining four boats.

Chris is a true water-man, having completed all of the State Dept. of Boating and Waterways classes, and holds a USCG 100-ton master's license, with radar and towing endorsements. He is also a member of the DFG dive team, and is very familiar with the southern California coast and offshore islands. OSPR is lucky to have someone with his skills and experience in our Enforcement Branch.

A native southern Californian, Graff attended both Saddleback Junior College and the University of Wisconsin, before being hired as a State Park Peace Officer/Lifeguard in 1986. He spent most of his time in the State Parks system at Huntington Beach and Crystal Cove State Park, where he was a SCUBA diver and worked on the Crystal Cove Underwater Park program.

Chris is happily married and has two teenaged daughters. They all enjoy fishing, hunting, camping and other outdoor activities.





## Departures

### LIEUTENANT ALAN NACK

Fish and Game Lt. Specialist Alan Nack has really made a difference for California's ecosystems, since he began his career with the Department as a Fish and Wildlife Conservation Aid in 1979. His first assignment as a warden was in San Diego, where he worked the city, border area and back country. On one night he arrested eleven poachers using illegal spot lights in Cuyamaca State Park.

In addition to regular warden duties, he trained two K-9 units with the San Diego Police and worked closely with the Sheriff's department. He also led a team of biologists and wardens studying the dwindling deer herd in San Diego County. The extensive study indicated the deer had overpopulated, so the hunting regulations were changed to improve the herd's health.

Later, Nack prevented a Canadian corporation from putting a concrete channel that would have gone through the City to the ocean (in the San Diego River), by writing a streambed agreement that provided for wildlife areas and nature paths.



In 1992, Alan joined a newly formed interdiction team in the Sacramento-San Joaquin Delta – the Delta Bay Enhanced Enforcement Program (D-BEEP). He and four other wardens patrolled the 1,100 miles of Delta waterways and San Francisco Bay, at all hours of the day and night. They attended FBI Surveillance training, directed intervention and surveillance, and performed routine checks to stop the illegal take of stripped bass, salmon, sturgeon, and steel head. To educate the public, he participated in numerous outreach programs and staffed DFG booths at sportsman shows.

Nack transferred to OSPR in 1999, to be our East (San Francisco) Bay warden. He responded to oil and hazardous material spills all over northern California, including the infamous 2002 Luckenbach case. He was the State's Incident Commander on what began (in 2001) as the "San Mateo Mystery Spill." It was one of the most intense investigations in OSPR history, and Alan's team solved it, and numerous other mystery spills in the Gulf of the Farallones. In 2002 he co-authored a paper on wildlife response issues at major spills, which was presented at the International Oil Spill Conference in Vancouver, BC.

In 2003 Alan promoted to Lieutenant Specialist Pollution Coordinator for the Sacramento Valley-Central Sierra Region. In that position, he still had one foot in OSPR, responding to all moderate to major spills in his inland region. He also taught other regional wardens how to do spill response, take product samples, and prosecute cases. A year later, he was transferred back to OSPR. Recognizing his expertise, DFG had him teach the Incident Command System (ICS) to new OSPR employees and cadets in the DFG Academy.

Nack ended his 27-year career on December 31, 2005, but his experience and organizational memory is still benefiting the State, through part-time work as a retired annuitant.



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## Looking for spill information? Visit [www.dfg.ca.gov/ospr](http://www.dfg.ca.gov/ospr)

You'll find a list of major California oil spills, the number of spills reported to the State each year, frequently-asked questions about oil spills, how to report a spill, a list of other good Web sites (including links) for oil spill information, and boating safety brochures for the San Francisco Bay Area on the OSPR Web site. Click on "Educational Information" in the upper left column on the OSPR home page.

## Significant Spills Since OSPR's Inception

<u>Date</u>	<u>Location</u>	<u>Source</u>	<u>Product</u>	<u>Estimated Barrels</u>
9/8/06	Port of Long Beach	BP pipeline	gas oil	1,023
4/1/05	Donner Summit	Kinder Morgan pipeline	fuel oils	unknown
3/23/05	Pyramid Lake	Pacific Energy pipeline	crude oil	3,000
4/17/04	Suisun Marsh	Kinder Morgan pipeline	diesel fuel	> 2,023
11/24/01	Bolinas to Carmel	SS Jacob Luckenbach	bunker fuel	unknown
12/30/00	East Walker River	tank truck accident	#6 fuel oil	86
2/28/00	Ventura County	tank truck accident	crude oil	143
9/6/99	Eureka	M/V Stuyvesant	bunker fuel	48
11/10/98	Port of Long Beach	M/T Neapolis	crude oil	150
9/26/98	Half Moon Bay	M/V Command	bunker fuel	72
2/14/98	Ventura	Texaco pipeline	crude oil	200
1/24/98	Bardsdale	Torch pipeline	crude oil	500
11/5/97	Eureka	M/V Kure	bunker fuel	108
9/28/97	Santa Barbara Channel	Torch pipeline	crude oil	163
3/1/97	Donner Summit	SFPP pipeline	gas, diesel, jet	unknown
2/26/97	Norden	UPRR transfer pipe	red diesel	405
10/28/96	San Francisco	Cape Mohican	bunker fuel	200
3/11/95	Arroyo Pasejero	Chevron pipeline	crude oil	6,000
12/22/94	San Diego River	SFPP oil-water separator	jet aviation fuel	1,000
1/27/94	Martinez	Shell pipeline	diesel fuel	1,200
1/17/94	Santa Clara River	ARCO pipeline	crude oil	4,607
12/25/93	McGrath Lake	Berry Petroleum pipeline	crude oil	2,000
4/6/93	Grapevine Creek	ARCO Four Corners pipeline	crude oil	6,200
8/3/92	Avila Beach	Unocal tank Farm	crude oil	2,100
1992	Guadalupe Beach	Unocal pipelines	diluent	120,000-476,000
3/16/91	El Segundo	Chevron pipeline	crude oil	477
1/31/91	Santa Clara River	Mobil pipeline	crude oil	1,000
1/8/91	Los Angeles Harbor	M/V Sammi Superstar	bunker fuel	308

Note: 1 barrel = 42 gallons.

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Alternate communication format is available upon request. If reasonable accommodation is needed, call Mr. Robert Hughes at 916-445-9338, or the California Relay (Telephone) Service for the deaf or hearing-impaired from TDD phones at 800-735-2929.

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### Office of Spill Prevention and Response

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[www.dfg.ca.gov/ospr](http://www.dfg.ca.gov/ospr)

